

The Hongkong Telegraph.

N°. 2074.

SATURDAY, NOVEMBER 3, 1888.

SIX DOLLARS
PER QUARTER

Banks.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$7,500,000.
RESERVE FUND 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS.—
CHAIRMAN—Hon. JOHN BELL IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. L. PORSCHECKER, Esq.
J. F. HOLLIDAY, Esq. N. A. SIERS, Esq.
B. LAYTON, Esq. E. A. SOLOMON, Esq.

CHIEF MANAGER—THOMAS JACKSON, Esq.
MANAGER—SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED ON CURRENT DEPOSIT ACCOUNT at the rate of a per cent. per annum on the daily balance.

ON FIXED DEPOSITS—
For 3 months, 3 per cent. per annum.
For 6 months, 4 per cent. per annum.
For 12 months, 5 per cent. per annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, 4th September, 1888.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN \$1, OR MORE THAN \$250 at one time will not be received. No Depositor may deposit more than \$2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having \$100 or more, at their credit, may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3 1/2% per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, 1st September, 1888.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL \$2,000,000.
PAID-UP CAPITAL 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:

Fixed for 12 months, 5 per Cent. per Annum.
6 " 4 "

ON CURRENT DEPOSIT ACCOUNTS a per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.

HONGKONG BRANCH.

NOTICE.
HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR, none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 44, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned will be requested, when immediate action will be taken to rectify the cause of dissatisfaction.

D. GILLILAND,
Secretary.

Hongkong, 11th August, 1888.

Intimations.

W. BREWER'S CHRISTMAS AND NEW YEAR CARDS.

1.—The very beautiful Series of Hand Painted Silk Pictures mounted on gilt edge bevelled Cards with designs of Junks, *Jinrikishas*, Sampans, *Grottoes*, Kites, Eastern Fruits and Flowers and Illustrations of Habits and Customs of the people among which we live, with appropriate Christmas and New Years Mottoes.
2.—An entirely New Series of beautifully designed Autograph Cards in variety of shapes, such as Tennis Bats, Old Shoes, Oyster Shells, Yachts, all to open and display most artistic work.
3.—Prang's very handsome American Cards in boxes.
4.—Most beautiful Etched and Monotint Cards in boxes of one dozen, very cheap and Artistic.
5.—Cheer Cards for children 5 cents each a great variety.
6.—And the very popular Pilgrim English Sing Song Cards in the old and new forms, Altogether forming the best Collection of Cards ever shewn in the East and the prices extremely reasonable.

LETTS' DIARIES, NORTH CHINA DATE BLOCKS.

W. BREWER,
UNDER HONGKONG HOTEL

Hongkong, 17th October, 1888. [100]

ROBERT LANG & CO., TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

N E W G O O D S .
TALL SILK HATS. Over Coatings, Light & Heavy.
Drab Felt Hats. Ulster Tweeds.
Black, Brown, Drab and Grey
Hard Felt Hats. Fine Black Diagonal & Cork
screw for Dress Suits.
Terai and other Soft Felt.
Tweed Hats and Caps in New
Shapes.
Straw Hats and Fith Hats.
Silk Umbrellas from \$5 each,
over 100 to choose from.
A large assortment of Walking
Sticks.
Waterproof Coats, Leggings &
Chair Aprons.
Travelling Rugs and Scotch
Mauds.

Overland Trunks, Gladstone
Bags, and a variety of Traveling
Cases, all sizes.
Winter, Medium and Summer
Under Vests and Pants.
Silk Half-Hose, Black, Navy
and Colors.
Lamb's Wool Merino and Lisle
Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking
Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties,
Handkerchiefs, Braces, &c.

ROBT. LANG & CO.

Hongkong, 22nd February, 1888. [101]

KELLY & WALSH, LTD. ARE NOW SHOWING THEIR FIRST BATCH OF CHRISTMAS & NEW YEAR'S CARDS

THE LEADING NOVELTIES OF WHICH CONSIST OF

(a)—A Series of Beautifully painted panel Cards specially painted for us in Water Colours by CHINESE ARTISTS, depicting Chinese Social Life with suitable greetings in English and Chinese.
(b)—CHISAI KAKEMONOS: A pair of Miniature Kakemonos, specially produced for us in Japan, enclosed in a characteristic native Card-board box with the season's greetings in English and Chinese.
(c)—A New Series of Grouped PHOTOGRAPHIC VIEWS of HONGKONG in Miniature, Mounted and Unmounted.
(d)—A large collection of the newest and most ARTISTIC DESIGNS IN ENGLISH MANUFACTURE, representing the very best productions of the best makers.
(e)—Our Stock of PRANG'S HIGH CLASS AMERICAN CARDS will arrive in about a fortnight, fully three weeks in advance of the latest Mail date required to reach home for Christmas.

NOTE:—The English Mail of November 22nd is due in London on Christmas Eve.

KELLY & WALSH, LIMITED.

QUEEN'S ROAD CENTRAL, HONGKONG. [7]

LANE, CRAWFORD & CO.

ARE NOW SHOWING THEIR NEW STOCKS OF

FENDERS.
FIRE IRONS.
FIRE DOGS.

DRAWING ROOM ASH PANS.
COAL VASES.

FIRE SCREENS.

NURSERY GUARDS

LANE, CRAWFORD & CO.

Hongkong, 25th October, 1888. [105]

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.

1888 AUTUMN AND WINTER SEASONS 1888.

LATEST NOVELTIES.

EX ENGLISH, FRENCH, AND GERMAN MAILS.

NOW SHOWING IN

LADIES AND CHILDREN'S OUTFITTING DEPARTMENTS.
NEW AUTUMN AND WINTER DRESS MATERIALS WITH TRIMMINGS, EVENING SILKS, SATINS, AND PLUSHES, PARIS JERSEYS, MILLINERY, MANTLES, & ULSTERS. SILK, CASHMERE, and LISLE THREAD, HOSIERY, JAPANESE SILK EMBROIDERY GOODS, SUITABLE FOR HOME PRESENTS. CHILDREN'S ready made DRESSES, JACKETS, and ULSTERS, CHILDREN'S STRAW, FELT, and TAM O' ULSTER HATS, INFANTS' FROCKS, HATS, HOODS, &c., &c.

GENTLEMAN'S OUTFITTING DEPARTMENT:

Just Landed CHRISTY'S FELT HATS in all the fashionable Shapes and Colors including BLACK, BROWN, DARK DRAB, TABAC, and SLATE. Also CHRISTY'S SINGLE TERAI BLACK, BROWN, DARK DRAB, SLATE, and FAWN.

SICK UMBRELLAS, MERINO UNDERSHIRTS, and PANTS, CASHMERE, and MERINO and LISLE THREAD SOCKS, FANCY STRIPED CASHMERE ROWING JERSEYS, TENNIS SHIRTS, BATHING DRAWERS, BELTS, BRAACES, &c., &c.

A very choice assortment of TWEEDS, SERGES, DIAGONAL COATINGS, OVERCOATINGS, ULSTER CLOTHS, SCOTCH TWEEDES, FLANNELS, &c. Suitable for SUIT JACKETS, MORNING SUITS, DRESS SUITS, CRICKETING SUITS, CHESTERFIELD OVERCOATS, ULSTER COATS, COVERT COATS, &c., &c.

SADDLERY DEPARTMENT.

PIGSKIN SADDLES, (4 to 8 lbs.) BRIDLES and BITS, SADDLE CLOTHS, SUITS of CLOTHING, WHIPS, CURRY COMBS, BRUSHES and all STABLE requisites.

NOVELTIES IN ALL DEPARTMENTS BY EACH INCOMING MAIL.

THE HALL & HOLTZ CO-OP CO. LTD.

Hongkong, 2d November, 1888. [106]

Insurances.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL TAELS 600,000, } \$83,333.33-
EQUAL TO \$240,000.00

RESERVE FUND \$240,000.00

BOARD OF DIRECTORS.

LW. SING, Esq. LO YEK Moon, Esq.

LOU TSO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taking
at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1888. [106]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED..... \$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on Goods, &c. Policies granted to all Parts of the world payable at any of its Agents.

WOO LIN YUEN

Secretary.

HEAD OFFICE, NO. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1888. [105]

Shipping.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/3 A. I. L. American Ship

"GREAT ADMIRAL,"

J. F. Rowell, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 18th September, 1888. [104]

FOR NEW YORK.

THE 3/3 L. I. American Ship

"LEADING WIND,"

Hinckley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 18th October, 1888. [105]

FOR NEW YORK.

THE 3/3 L. I. Norwegian Bark

"ISABEL,"

Howe, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to PUSTAU & Co.

Hongkong, 13th October, 1888. [103]

FOR NEW YORK.

THE British Bark

"CARRIER DOVE,"

Durkee, Master, having only a limited space left, will have quick despatch for the above Port.

For Freight, apply to ARNHOLD, KARBERG & Co.

Agents for Charterers.

Hongkong, 15th October, 1888. [107]

THE HONGKONG TELEGRAPH, SATURDAY, NOVEMBER 3, 1883.

Intimations.

A. S. WATSON & CO., LTD.

WE HAVE NOW IN STOCK THE FOLLOWING

C I G A R S :

MARIA CRISTINAS,

" London.

London.

PERLA DEL ORIENTE, London.

Damas.

Scorititas.

NUEVO HABANO in 500 and 100 Boxes,

do. do.

NUEVO CORTADOS in 500 and 100 Boxes,

do. do.

2nd.

Flor de la Isabel, Princesas, Entratos,

Orientales and Isabellas.

Imperiales, Cazadores, Imperiales, Exceptionales,

Prensados, Princes, Cortaditos, Señoritas,

Marcositos, Flor de Prensados,

Paquitos, Regalia Britanica, Regalia

Inglesa, Chiquitos, Breveitos,

and

BOUQUETS DE WATSON.

SWEET CAPORAL and OLD JUDGE

CIGARETTES.

A. S. WATSON & Co., Ltd.

THE HONGKONG DISPENSARY,

Hongkong, 29th October, 1883.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by a sum sufficient to defray the cost of publication, not necessarily for publication, but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the full disclosure by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions or facts expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three O'clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued unless notice to the contrary is given. The Hongkong Telegraph has the largest circulation of any English language publication in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 17.

TO SUBSCRIBERS.

Subscribers to the Hongkong Telegraph are respectfully reminded that all Subscriptions are payable in advance.

The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 3, 1883.

THE STEAMBOAT COMPANY AND THE CANTON CUSTOMS.

In commenting a few weeks since on the decision of the Directors of the Hongkong, Canton and Macao Steamboat Company, Limited, to engage in legal warfare with the Chinese Imperial Maritime Customs at Canton, we remarked that "the Directors had been badly advised, even assuming that they stood a fair chance of coming successfully through litigation that promised to prove exceedingly troublesome." How accurate was this view has already been practically demonstrated. The attempt of the Canton Customs authorities to obtain a conviction before the British Consul against Captain S. W. Goggin of the Company's steamer *Fathian* on the charge of issuing a false manifest was certainly a grave error of judgment, and their failure to win what would have been a great moral victory on a paltry side issue gave lively satisfaction to the general public. But the nominal success achieved by the Steamboat Company was virtually worse in its effects than a crushing defeat would have been. There surely could never have been any doubt in the minds of the Directors as to the ultimate result of their ill-judged refusal to accept the conciliatory albeit somewhat arbitrary ultimatum offered by the Canton Commissioner of Customs! It no doubt was a very independent policy to assert public rights against what certainly looked very much like offensive arrogance and capious oppression on the part of the Canton Customs, but as trustees of the shareholders of an important corporation, representing numerous and varied interests, the Directors were bound to look beyond their own personal feelings, and to consider the question of expediency rather than to make sacrifices for an abstract principle of right and wrong. There is a good deal of truth in that old and rather vulgar aphorism which points out the inutility of "kicking against the pricks." The Directors of the Steamboat Company proved far too much for the Customs Commissioner in the British Consular Court at Canton, and had the matter ended there all would have been well; but everybody knew that the adverse decision to the Customs' arbitrary assumption to ride rough-shod not only over British subjects but over English law was merely the beginning of the trouble. And so it has proved. The Steamboat Company was, in the first place, called upon to enter into a bond or agreement to abide by a decision arrived at in Peking by the British Minister and the Inspector General of Customs on an appeal from the judgment of Her Majesty's Consul at Canton—and the Directors, with good sense, in our opinion, but with inconsistency which is simply beyond explanation, agreed to abandon the rights they had fought for and won and to submit them to the decision of the Inspector

General of Customs, who really had no *decent* stand in the matter. But that was not all; the Canton Customs, by their own short-sightedness, had been balked of what they considered their legitimate prey, and they accordingly laid themselves out to retrieve their lost position. That was only what might have been reasonably expected, and anybody who knows anything at all about the Canton river trade must have known quite well that their golden opportunity was bound to come, sooner or later. And it came much sooner than was anticipated.

On October 19th, less than a fortnight after Mr. CONSUL ALASTAIR had very properly dismissed the contemptible criminal charge brought against Captain GOGGIN for an offence of which the prosecution knew perfectly well he was quite innocent, the Customs officers boarded the steamer *Powán* on her way up the river, and amongst the cargo discovered some fifty packages of contraband sulphur. Here was a glorious opportunity of making amends for the previous blunder. In his judgment in the former case the British Consul had indicated that if any carelessness had been proved against Captain GOGGIN he must have convicted him; but as it was unreasonable to expect the Captain to nightly make a search of every hole and corner of the ship, and as the contraband goods were stowed away in a place where nobody could reasonably be expected to search, it was held that he had done all that could fairly be expected of him. But in the *Powán* case the smuggled sulphur was actually discovered amongst the ordinary cargo on board the steamer, and it is, therefore, not at all unlikely that a Court might have held the Captain—that is, the Company—nominally responsible. However, the Canton Commissioner declined to act on his own authority and reported the case to head-quarters in Peking. And as the result of this reference to the Inspector General an order came down to at once interdict the *Powán* from plying on the Canton river. No opportunity was given for explanation, no chance of settling the matter in dispute by mediation or concession. The Directors of the Steamboat Company had dared to brave the all-powerful Foreign Customs, and the *Powán*, by far the best paying vessel in the entire fleet, was summarily prohibited from pursuing her ordinary avocations, thus causing great inconvenience in the immense daily traffic between Hongkong and Canton and serious loss to the Company. We certainly cannot compliment Sir ROBERT HART on the policy he has adopted to vindicate what he doubtless considers the special prerogatives of the Imperial Maritime Customs.

It cannot be disputed that to arbitrarily prevent a steamer, the property of a public corporation, from carrying on legitimate trade to an open Chinese port, when other equally effective legal measures could have been applied, is proceeding to extremes. The Customs authorities have evidently enforced article 48 of the Tientsin Treaty, which was signed on the 26th June, 1858, and ratified on the 24th October, 1860. This article says:—

"If any British merchant vessel be concerned in smuggling, the goods, whatever their value or nature, shall be subject to confiscation by the Chinese authorities, and the ship may be prohibited from trading further, and sent away as soon as her account shall have been adjusted and paid."

It is scarcely necessary to say that the foregoing clause, which was copied from the old East India Company's agreement with the Chinese Government—made at a time when the wholesale smuggling which then existed perhaps justified its sweeping powers—has long since become practically obsolete, and the Customs cannot certainly be congratulated on dragging it out from the dust-bin where it has so long been hidden, on such a feeble pretext. The case of the *Powán* could very easily have been met by other far more sensible remedies, and we would just like to say here that the phrase in the article above quoted—"If any British merchant vessel be concerned in smuggling," might very easily be shown to be possible of more than one reasonable construction. To be concerned in smuggling was evidently intended to mean "concerned with a guilty knowledge," and on the broad principle of international law, which recognises no petty technicalities of word twisting, we feel assured this reading of the clause would be emphatically endorsed by any competent authority. In such case therefore, it seems, that the interdict against the *Powán* is, like the criminal prosecution of the Captain of the *Fathian* for a clerical error in his manifest, outside the law.

Since writing the above we learn that the Customs' prohibition has been temporarily removed, and that the *Powán* will resume running to-morrow night. This is to some extent at least a matter for congratulation, but the question arises whether the privilege has not been too dearly

bought. It is said that the Directors of the Steamboat Company, after all their bounce and bravado, have unconditionally surrendered to the Chinese Customs. The arrangement offered by the Canton Commissioner a few weeks ago, in which his absolute authority was in future to be recognised—an arrangement which was scornfully tabooed, is, on the basis of the agreement by which the *Powán* is permitted to again take her place on the Canton river. Whatever the Inspector General of the Imperial Chinese Customs decides upon, the Directors of the Steamboat Company will gratefully acquiesce. After entering the field of combat as bold as roaring lions, the Hon. Mr. RYKES and his colleagues have retired as meek as lambs, after having wasted a good deal of the Company's money and sacrificed no inconsiderable amount of personal dignity and self-respect. But, after all, they may have acted wisely, at least so far as the shareholders' interests are concerned. The power of the Customs on the Canton river is almost autocratic, rendering the existence of a friendly relationship between the Commissioner and the owners, or directors of steamship companies trading to the port an absolute necessity. The existing conditions are essentially suggestive that "discretion is the better part of valour," and it is much to be regretted that the Directors of the Steamboat Company did not recognise this in the first instance. They would have occupied a much better position to-day had they done so. However, all's well that ends well. But now that question has arisen which may lead to serious complications hereafter, and a right has been claimed by the Chinese Customs to put a stop to all trade between here and Canton whenever they may think fit—for there is not a single vessel that goes up the river in which smuggled goods cannot be found—it is high time the Hongkong General Chamber of Commerce took active steps to place matters on a satisfactory and comprehensible basis.

TELEGRAMS.

(Reuter.)

THE BRITISH MINISTER AT WASHINGTON.

LONDON, October 31st.

The Secretary of State at Washington has informed the British Minister, Mr. SACKVILLE WEST, that he is no longer acceptable to the United States Government and that, therefore, his presence is prejudicial to the cordial relations which should exist between the two Governments.

NARROW ESCAPE OF THE EMPEROR OF RUSSIA.

November 1st.

The train conveying the Czar, when returning to St. Petersburg, was derailed and His Majesty had the narrowest escape. Nineteen persons were killed and eighteen wounded.

(From Straits Times.)

THE PARNELL COMMISSION.

LONDON, October 24th.

The sitting of the Commission has commenced. Sir Richard Webster, in opening for the *Times*, promised to mention the names of the furnishers of the letters produced and the prices paid for them.

FRANCE.

M. de Freycinet reports to the Budget Committee, that one milliard is required to complete the defences of the Eastern frontier.

THE PARNELL LETTERS.

LONDON, 25th October.

Sir Richard Webster to-day produced the famous letters.

SERVIA.

The Servian Metropolitan (?) has dissolved the marriage of King Milan and Queen Natalie.

LOCAL AND GENERAL.

THE German gunboat *Wolf*, Lieut. Commander CREDNER, arrived this morning from Tai-Wan-fu.

THE Count de Kergaderc, Chargé d'Affaires for France in Siam, has been substituted by M. Kloboukowsky, formerly Colonial-Secretary to the Governor-General of French Indo-China.

A REGULAR meeting of Zeiland Lodge, No. 55, will be held in Freemasons' Hall, Zeiland Street, this evening, at 8.30 for o'clock precisely. Visiting brethren are cordially invited.

By kind permission of Colonel D. G. ANDERSON, the Regimental Band will play in the Public Gardens, to-morrow (Sunday), from 3.30 till 5 p.m. The following will be the programme:—

March "A Soldier and a man" Newell.
Overture "Barber of Seville" Rossini.
Selection "from Different Operas" Gounod.
Selection "Goodwill" Offenbach.
Selection "La File du Tambour Major" Offenbach.
Aria "Was ist Fard" John Moran, Bassano.

THE Macao *Independent* publishes an interesting letter from Dr. Gomes da Silva, the Colonial Surgeon, to Colonel Garcia of the Macao Garrison, in which the writer indulges in some offensive personalities. It would appear that Government officials and military men in the Holy City possess unbounded liberty to revile each other in the public press, and are not responsible to any superior authority for the offensive language they use. Everything is to be found in precious Macao, even flagrant breaches of military discipline through the organs of public opinion.

WEEKLY steam communication has been established since the 6th ulto, for the conveyance of *éclairs* between Sierra-Leone and Grand-Cassam.

TO-MORROW morning between 9 and 10.30 o'clock the steam-launch carrying the Bethel will call alongside any vessel hoisting code-xennant C, to convey men ashore to 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

It would serve no useful end to publish "Music's" communication from Quarry Bay, describing a presentation and entertainment given there the other evening in honour of a late employee at the Faikoo Sugar Refinery, "who had to resign his appointment through a disagreement with the manager." We are quite sure that Mr. J. Fenton will appreciate "the beautiful gold Albert and Maltese cross," the gift of his late fellow workers, and we wish him the best of good luck wherever he may go. But it would be unfair to our readers to publish detailed reports of private jollifications, and it would probably land us in an expensive libel suit if we allowed an anonymous correspondent to designate persons holding responsible positions tyrants, and other equally pretty names. No, friend "Music," we can't oblige you this journey; but shall be pleased to hear from you again.

The *Rangoon Times* says that the Sailors—who ran an opera troupe here two years ago—are "starring" Emile Melville in Java. If this be true it is quite on the cards that we may see the fair Emile in Hongkong during the present season. Without any exception whatever, Miss Melville is the best *artiste* that has ever visited Hongkong. By the way, we are glad that Signor Billigreeno, otherwise Verd!, is not now in attendance on the fascinating Emile. William was a grand singer and not a bad actor by any means, but there was always too much of him. Verd! was altogether too beautiful to get along pleasantly with ordinary mortals; and so we are glad he is bowing out high class opera to the Melbourne *dilettante*, instead of prowling round these primitive regions with all his fascinations let loose. We should like to have Verd!'s biography—written by Pemberton Willard.

I. KELLY, the bouncy-jumper, has found a follower. Early this week Frederick Jackson, an Irishman, accepted a retainer of \$18 to help navigate the *J. M. Blackie* across the billowy, and then went ashore to say good by to the Count de Bard and his other friends. He was still away when the wind-jammer left yesterday, but turned up at night at the Sailors' Home looking as though he had been sleeping on a rum-keg with a coal-coolie. A policeman was presented to him at the subsequent levee which he held, and a return invitation to call on Mr. Pollock at the Magistracy given to him. He explained that he had been out in the bush for four days, waiting for the ship to go, and added, defiantly, that there was no law in England to make him go aboard a ship if he didn't want to. Mr. Pollock, with the aid of Inspector Craddock, unearthened a statue whereby he would be permitted to pay ten dollars if he averse to being a hermit in his cell for fourteen days. He preferred the hermitage.

ON the night of the 31st ulto, two humorous mixed-caste sailors seized a pair of shoes which a Chinaman was carrying along Pedder's Wharf. As he resisted, the facetious pair hit him in the eye and otherwise knocked him about, serving a companion who was with him, nearly as badly. P.C. J. Mackay interfered, and took the lot up to the station, where the Chinaman were found to have been beaten into a pulp. They did not lay any complaint, however, as they had paid their fares, and must go next day. Their assailants said nothing, but after Mackay had gone back to his beat one of them complained of having been assaulted by him. Next day Mackay was summoned at the instance of Signor Antonio Quinton, of the tug-boat *Zing*, the injured innocent apprehended, for the assault, and the case was heard to-day, before Mr. Pollock. Quinton and his Malay companion appeared, and finding that their united affidavits were not convincing, got the case adjourned to call a few more witnesses.

MALMAISON, the famous château of the ill-fated Joséphine de Beauharnais, is simply going to be removed to the rats, and it has been suggested that the place should be converted into a museum containing historical relics of the First Empire. In the beginning of the present summer Malmaison was offered for sale at an upset price of £10,000, but no bidder could be found. The Park is now let out in small lots to builders. The two *facades* of the mansion—that of the Courtyard and of the Garden—are intact, but the interior is like a barn. The *salon* of Joséphine still exists, with its mural decorations of birds and gilt flowers, and so do the Dining-hall, the Council-chamber—shaped like a tent—and the Library; but the furniture is all gone. Malmaison was given to the State by Napoléon III., and was converted into a "Napoléonic" Museum during the World's Fair of 1867. It is to many more memorable than the *Trianons* at Versailles. Malmaison saw the Triumph, the Downfall, and the Death of the "Creole girl" who became Empress of France. It was there that Joséphine presided over the Consular Court, and it was there that she repaid on December 15, 1809, when the divorce was promulgated at the Tuilleries, which gave her place to the Austrian Archduchess. There, too, Joséphine died in May, 1814, while Napoléon was at Elba; and when the conqueror himself was defeated at Waterloo it was to Malmaison that he repaired. The property called *Petite Malmaison* is the summer seat of the Count de Bari, brother of the ex-King of Naples, and of his Countess. The new occupant of the place has refurbished it in First-Empire style, and has paid particular attention to the garden, in which Joséphine used to amuse herself by planting flowers or pruning leaves. In this garden, still extant the gate through which Napoléon passed when he left Malmaison for ever, his way to Rochester, in order to give himself up to the English and to embark for Saint Helena.

THE Macao *Independent* publishes an interesting letter from Dr. Gomes da Silva, the Colonial Surgeon, to Colonel Garcia of the Macao Garrison, in which the writer indulges in some offensive personalities. It would appear that Government officials and military men in the Holy City possess unbounded liberty to revile each other in the public press, and are not responsible to any superior authority for the offensive language they use. Everything is to be found in precious Macao, even flagrant breaches of military discipline through the organs of public opinion.

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THE HONGKONG TELEGRAPH, SATURDAY, NOVEMBER 3, 1888.

POPULAR SCIENCE.

NOTES AND NEWS OF INVENTION AND PROGRESS IN THE USEFUL ARTS.

One pound of mercury converted into fulminate is sufficient to charge 50,000 percussion caps. A few trays of charcoal placed in a damp and musty cellar will make the air fresh and sweet.

A new process for amalgamating zinc and quicksilver without the admixture of any other material has just been invented.

Scientists say there is no plant that does not serve as food for some animal, but the only article used as food from the mineral kingdom is common salt.

New treatment for consumption.

A new double-pointed nail is the invention of an ingenious woman. The points turn in opposite directions, and the nails are especially useful for invisible nailing in wood-work.

Without taking into account the small variations due to refraction, etc., the days and nights are always of equal length at all points on the Equator, without regard to the position of the ecliptic.

The use of water meters in restricting waste limits the average daily consumption of water in Berlin to twenty-gallons per head. Every house has its water meter, the landlord paying the water rent.

A Mrs. Farnham of New Orleans has invented a "car-starter and combination brake" for streetcars. From the description it appears that the brake winds up the starter and relieves the horses of the strain of starting the car.

Professor H. Muller, an eminent botanist, says that the best time to prune vines is while the grapes are ripening, and that the young shoots should be selected for this purpose, as they require for their development a large quantity of sugar, to the detriment of the ripening fruit.

According to Dr. Howship Dickinson, a furred tongue is not necessarily an alarming symptom. To some persons it is normal to have a clear tongue, and to others equally normal to have a coated tongue, so that it is impossible to fix any degree or limit of coating as a necessary accompaniment to perfect health.

Among the late English inventions of interest is one by G. Bischoff of London, called a process and apparatus for purifying water. According to the inventor water is purified by mixing with it iron in a state of fine division, allowing subsidence of part of the iron, and effecting precipitation of a further quantity of iron by heating the liquid.

It is stated that vessels built of African teak wood have lasted 100 years, to be then broken up because of faulty models. Its weight is from forty-two to fifty-two pounds per cubic foot; it works easily, but wears the tools rapidly on account of the quantity of silica in it. It also contains an oil which prevents the iron in contact with it from rusting.

The inter-infection of diphtheria between man and various animals, from pigeons and fowls to cats, horses, and sheep, has been pretty well established by Dr. George Turner, who reports the results of his investigations to the British Local Government Board. He found that the "gapes" in chickens was frequently complicated with diphtheritic membranous growth.

Mrs. Schaffer of Chicago has lately invented a garbage crematory built on the plan of a large oven. It is fed from the top, the ashes sifting through iron grates into 4-wheel carts, so that they may be conveniently hauled away. It is so constructed that all the smoke and smell is carried by pipes into a large smokestack. She has also constructed a machine for washing windows.

Telegraph poles are preserved in Norway by making an auger hole about two feet from the ground, in which four or five ounces of sulphate of copper in coarse crystals are placed and plugged in. The chemical is gradually absorbed by the wood until its whole outer surface turns a greenish hue. The sulphate requires an occasional renewal, and is said to be a perfect preservative.

MINING COAL BY ELECTRICITY.

A new coal mining company, known as the Electric Motor Company, which has a patent for mining by electricity, will establish a plant at Phillipsburg, Penn., for the mining of an area of ten miles. The plant, as a whole, is to consist of a central dynamo, conducting wires, coal cutting machine, electric lamp and motor attachments for hanging the mining cars.—*Electrical Review.*

SOMETHING TO BEAT THE GAS METER.

Mr. Brownhill of England has invented a "pay-before-delivery gas meter." One or more pennies are dropped into an opening and the regulating apparatus of the meter liberates a quantity of gas of corresponding value, after which it stops, awaiting the advent of fresh pence. The coins accumulate and are removed by the collector at intervals. The mechanical arrangements of the meter will, it is believed, render fraud difficult; and they can be manufactured for about \$5 each.

A NICE PLAYTHING.

W. A. Lyman of Milford, Conn., is making the smallest possible specimen of an engine. It will be made from a silver half dollar. The boiler is to hold about eight drops of water, but with four drops the engine can be worked several minutes. When finished it is to be placed under a glass case three-quarters of an inch in diameter and an inch and one-eighth in height. Some of the parts will be so fine and delicate that they cannot be made without the use of a magnifying glass.

BAD FOR THE SILKWORM.

Artificial silk is the latest discovery, and judging from the details of it that are to hand, it seems likely that the silkworm's occupation will soon be gone, and that he may retire to his cocoon and lament his lost importance in silence. The new material is made, we are told, from a kind of collagen, to which has been added perchloride of iron and tannic acid. The process of manufacture is somewhat complicated, but the result seems to be all that can be desired in the way of providing a substance practically equal to good silk.

TO CLEAN LINEN WITHOUT SOAP.

According to L'Industrie Parisienne, a laundress in the vicinity of Paris has discovered a very ingenious method of cleaning linen without soap. He uses no soap or lye, nor chlorine, but replaces these substances by boiled potatoes, with which he rubs the linen. This curious process, it appears, is much superior to those hitherto employed, and the worst soiled cotton, linen or silk, cleaned by this method, are made whiter than they could be by the use of an alkali.

Besides, the method has the advantage that brushes can be dispensed with and well water be used.

HEATING HOUSES BY ELECTRICITY.

It is announced that five patents were recently issued to a Baltimore electrician covering methods and apparatus for heating by electricity. The inventor, it is claimed, has made a radically new departure in the art of converting electricity into heat, whereby the losses, incident to all previous efforts in that direction, have been practically overcome. By this system dwellings and other buildings can be supplied with heat from central generators, by the same conductors which now supply them with incandescent electric lights, and at a cost considerably less than the methods of heating now in vogue.

GLASS WATER PIPES.

The opinion has been expressed by those engaged in the manufacture of glass on a large scale that the time is not far distant when some method of casting such pipes satisfactorily and cheaply will be devised; and it is believed that, made in similar form to the present cast-iron pipes, with some suitable mechanism for a joint, and of malleable glass, a water pipe could thus be formed to which there could scarcely be an objection. Strong, tough, smooth and indestructible, and made of a material that is found almost anywhere, it is thought, not improbably that in time, whenever a large quantity of pipe is required in any one locality, a furnace will be erected and the pipes be there made.

NEW TREATMENT FOR CONSUMPTION.

A new method of treating pulmonary consumption is described by the *Medical Record* from French sources. Their new system of curing consumption is based upon sulphuric acid in medicated inhalations. Sulphur slightly moistened with alcohol is burned in a brazier, a little benzoin or powdered opium being sometimes added to make the fumes less disagreeable. The patient is required to stand twice a day in this sulphurous chamber and inhale the medicated atmosphere until his lungs are saturated with sulphuric acid. The treatment is said to be markedly successful in as many as thirty cases, sweats and fever disappearing, the lungs clearing up, and the appetite and weight steadily improving.

ELECTRICITY IN MINING.

The *Territorial Enterprise* says that, electricity is the coming power in mining. It will eventually be used for driving mining and milling machinery in all places where water-power can be obtained within a reasonable distance of the mines that are being worked. To use the electrically transmitted power will be cheaper than to use the water-power itself. The mill for the reduction of the ore may then be erected at the mine, and all costs of handling saved. The same power may also be used for hoisting the ore, and electricity will run the drills, light the works, both on the surface and under ground, and fire the blasts when the drill-holes are charged. Electricity will also carry messages to the point where the current is generated, and to all other places in the neighborhood of the mine, with which it will be necessary to hold communication.

To-day's Advertisements.

ZETLAND LODGE,

No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 3rd November, at 8.30 for o'clock precisely. Visiting Brethren are cordially invited.

Hongkong, 3rd November, 1888. [1102]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

"DIAMANTE."

Captain G. Tayler, will be despatched for the above Ports, on WEDNESDAY, the 7th inst., at 4 P.M.

For Freight or Passage, apply to:

RUSSELL & CO., General Managers,

Hongkong, 3rd November, 1888. [1115]

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Steamship

"LENNOX."

J. Thorle, Commander, will be despatched for the above Ports, on THURSDAY, the 8th inst., at DAYLIGHT.

For Freight or Passage, apply to:

ADAMSON, BELL & CO., Agents.

Hongkong, 3rd November, 1888. [1116]

FOR NEW YORK.

THE 3/3 L. I. American Bank

"H. G. JOHNSON,"

Colby, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to:

RUSSELL & CO.,

Hongkong, 3rd November, 1888. [1117]

TO LET FURNISHED.

A HOUSE with Tennis Court.

Possession from 15th instant to 31st March, 1889.

Apply to:

J. V. V. VERNON.

Hongkong, 3rd November, 1888. [1118]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 9th November, 1888, at 11 A.M., at the Kowloon Godown Co.'s Godowns, Kowloon,

FOR ACCOUNT OF WHOM IT MAY CONCERN.

Ex British Barque *Carrier Dove*.

(SUNDRY MARKS)

2,030 ROLLS JAPANESE MATTING.

All more or less Damaged by Sea Water.

TERMS OF SALE.—Cash on delivery.

G. R. LAMMERT,

Auctioneer.

Hongkong, 3rd November, 1888. [1119]

Notices of Firms.

NOTICE.

FROM the 1st November, 1888, until further notice, my Business at Holkow will be carried on under the name and style of

Brace & Co.

R. E. BRUCE.

Holkow, 28th October, 1888. [1100]

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY, PORT, CLARETS,

BURGUNDY, HOCKS, CHAMPAGNES,

EMPIRE' ALE and STOUT.

MACHINERY, GAS ENGINES, "EMPIRE"

LUBRICATORS.

SINGER'S SEWING MACHINES.

COOKING STOVES, SCALES,

PAINTS, OILS, and VARNISH.

BICYCLES and TRICYCLES.

YOUNG VELOCIPEDES, HORSES and

TRICYCLES.

BICYCLE WHEELS for JUNRICKSHAS.

SODA, WATER, MACHINERY.

JEWS' SANITARY COMPOUNDS.

Apparel.

W. G. HUMPHREYS & CO.,

Bank Buildings.

Hongkong, 2nd September, 1888. [1093]

NOTICE.

THE HONGKONG TELEGRAPH, SATURDAY, NOVEMBER 3, 1888.

Commercial.

TO-DAY. THE SHARE MARKET.

5 o'clock.
The October settlements, about which considerable doubts had been entertained, passed off in a fairly satisfactorily manner, and without much trouble. One Lusitanian operator failed to come up to time, but he appears to have been the only defaulter, and as his liabilities were not of a particularly heavy character, matters were eventually amicably adjusted. And still the game goes merrily along.

A great deal of business has been done since we last wrote, and numerous important changes have to be reported. Banks have changed hands at 152, 152½, and 153 per cent. premium, and are now in strong demand at the last quoted rate, although a few shares were offering this forenoon at 154. Transfers have also been fixed at 158 for December. Some sales of Yangtze Insurances have been arranged at 96, and there are further sellers. Hongkong Fires have dropped from 332½ to 327½, and are very unsteady in the market. Business in Docks has been arranged at 36 and 36½ per cent. premium, and shares are still wanted at the higher quotation.

One of the sensations of the week has been furnished by Steamboats. On the strength of certain rumours as to the probability of various oppositions appearing on the Canton river, the market quotation gradually became reduced until shares were freely offered at 216. The report that the gentleman who has been the largest shareholder in the Steamboat Company for many years had got rid of most of his shares also had a weakening tendency, and when it became known on Thursday morning that the Canton Customs authorities had interdicted the *Powen* from running on the river for alleged smuggling, something very like a panic suddenly set in. A lot of transactions were booked at various rates, chiefly at 214 and 215 for cash, 216 for the end of the month, 217 for Dec., and from 218 to 221 for March. Yesterday the stock rallied somewhat, it being generally believed that the visit of the Chairman of the Company to Canton had encouraged the prospects of an amicable settlement of the difficulty with the Chinese Imperial Customs. However, no business of any consequence was reported, although there were inquiries after the stock at 216. To-day not a single share, as far as we can learn, has changed hands for cash. The quotation is nominally 217, and there have been a good many offers to buy at equivalent rates for forward dates; but it has been impossible to obtain any reliable information. It is, in fact, a contest between "bulls" and "bears," the actual value of the shares having nothing to do with the result.

The other great sensation has been in Luzons. This stock has steadily risen during the past few days from 86 to 96, a large number of shares, according to reports, having been negotiated at intermediate rates. It is perhaps noteworthy that while shares are wanted for cash at from 95 to 96, there are sellers for March and April at the same figure.

Business has been put through in the Wharf and Godown Co.'s scrip at 60 and finally at 58; there are now sellers at the latter quotation. There has also been a great "boom" in the Tongquin Coal Mining Co.'s stock; which has been rushed up from 75 to 110 per cent. premium, a number of shares having been placed at 100 for February. Douglas Steams have been done at 57, and further shares are wanted. The Ice Co.'s scrip has made a big jump upward, transfers having been arranged this afternoon at 91 and 92. A good line of Chinese Imperial "B" bonds was placed to-day at 21 per cent. premium. The Steam Launch Co.'s shares have been sold at par and there are additional sellers. In other stocks there has been nothing done requiring special remark.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—154 per cent. premium, sellers.
Union Insurance Society of Canton—\$85 per share, sellers.
China Traders' Insurance Company—\$68 per share, sellers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—\$97 per share, buyers.
Yangtze Insurance Association—Tls. 96 per share, sellers.
Chinese Insurance Company—\$165 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—\$347½ per share, sellers.
China Fire Insurance Company—\$73 per share, buyers.
Hongkong and Whampoa Dock Company, 36 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co.—\$217 per share, buyers.
China and Manila Steam Ship Company—123 per share, buyers.
Hongkong Gas Company—\$135 per share, sellers.
Hongkong Hotel Company—\$165 per share, sellers.
Indo-China Steam Navigation Company, Limited—17 per cent. dis. sellers.
Douglas Steamship Company—\$57 per share, sellers and buyers.
China Sugar Refining Company, Limited—\$12 per share, buyers.
Luzon Sugar Refining Company, Limited—\$65 per share, sellers and buyers.
Hongkong Ice Company—\$92 per share, sellers.
Hongkong and China Bakery Company, Limited, —\$80 per share.
Hongkong Dairy Farm Co., Limited—\$121 per share, sellers.
A. S. Wilson & Co., Limited—100 per cent. premium, sellers.
Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—per cent. premium, buyers.

THE FRENCH MAIL.
The M. S. steamer *Iraouaddy*, with the French mail of the 6th ultimo, left Singapore at 5 a.m. on the 2nd instant, and may be expected here on or about the 6th.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of New York*, with the American mail of 9th ultimo, left Yokohama on the 30th for this port, and may be expected here on or about the 5th instant.

THE CANADIAN MAILS.

The Canadian Pacific steamer *Batavia*, with the Canadian mail, left Shanghai at 5 p.m. on the 31st ultimo for this port.

The Canadian Pacific steamer *Duke of Westminster*, left Vancouver on the 22nd ultimo for Japan and China.

The Canadian Pacific steamer *Pariita*, with the Canadian mail, left Vancouver on the 26th ultimo for Japan and China.

STEAMERS EXPECTED.

The D. D. R. steamer *Bellona*, from Hamburg, left Singapore on the 27th ultimo, and is expected here on the 3rd instant.

The Austro-Hungarian Lloyd's S. N. Co.'s steamer *Elektra*, from Trieste, left Singapore on the 29th ultimo, and is expected here on the 4th instant.

The 'Glen' line steamer *Glencore*, from London, left Singapore on the 29th ultimo, and is expected here on the 4th instant.

This steamer *Claymore*, from Glasgow and Liverpool, left Singapore on the 1st instant, and is expected here on the 7th.

The P. & O. S. N. Co.'s steamer *Kashgar*, left Hongkong for this port on the 27th ultimo, and is expected here on or about the 30th instant.

Shipping.

ARRIVALS.

LVDIA, German steamer, 1,168, P. Petersen, and Nov.—Kobe 27th October, General—Stiemens & Co.

BELLEROPHON, British steamer, 1,396, Gubrid, 3rd Nov.—Liverpool, and Singapore 27th Oct., General—Butterfield & Swire.

PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.

SARTHE, French steamer, 470, Gehuude, 1st Nov.—Illois 27th October, Sapanwood—A. R. Marti.

STORE NORDISKE, Danish steamer, 596, E. Svensen, 25th Oct.—Cruise 14th October—Great Northern Telegraph Co.

TASAN, British steamer, 1,650, W. H. Jackson, 28th Oct.—Calcutta 12th October, and Singapore 20th, General—Jardine, Matheson & Co.

MELITA, German steamer, for Swatow.

Johannes Brun, Norwegian str. for Tientsin, Deccan, British steamer, for Singapore, &c.

DEPARTURES.

November 3, *Actia*, Danish str. for Hoihow.

November 3, *Clara*, German steamer, for Haiphong.

November 3, *Figaro*, Ger. bark, for Bangkok.

November 3, *General Werder*, German str., for Yokohama.

November 3, *Deccan*, British str. for Singapore, &c.

November 3, *Peking*, British str. for Shanghai.

November 3, *Melita*, German str., for Swatow.

Private, 10 days' sight 72½

EXCHANGE.

ON LONDON.—Bank, T. T. 3/0

Bank Bills, on demand 3/0

Bank Bills, at 30 days' sight 3/0

Bank Bills, at 4 months' sight 3/1

Credits at 4 months' sight 3/1

Documentary Bills, at 4 months' sight 3/1

ON PARIS.—Bank, T. T. 3/0

Bank Bills, on demand 3/0

Credits at 4 months' sight 3/0

ON INDIA, T. T. 22½

On Demand 22½

ON SHANGHAI.—Bank, T. T. 21½

Private, 10 days' sight 72½

EXPORT CARGO.

Per City of Rio de Janeiro, str., for Yokohama—4,276 bags Sugar, and 2,961 packages Merchandise. For San Francisco—7,558 bags Rice, and 5,346 packages Merchandise. For Ports beyond San Francisco—8,300 bags Rice, and 28 Chinese. From Southampton—Mrs. A. H. Dare, child and servant, Messrs. L. Bernick and William Galligan.

For Overland Ports—347 packages Tea, 28 packages Merchandise, and 120 bales Raw Silk.

PILOTS.

ADOLPH, German steamer, for Amoy.

THULE, British steamer, for Swatow.

ANG BENG, British steamer, for Bangkok.

GLENSHIEL, British steamer, for Yokohama.

FUSHUN, Chinese steamer, for Shanghai.

NORDEN, Norwegian steamer, for Kuchinotzu.

Peking, British steamer, for Shanghai.

ADOLPH, German bark, for London.

MELITA, German steamer, for Swatow.

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